

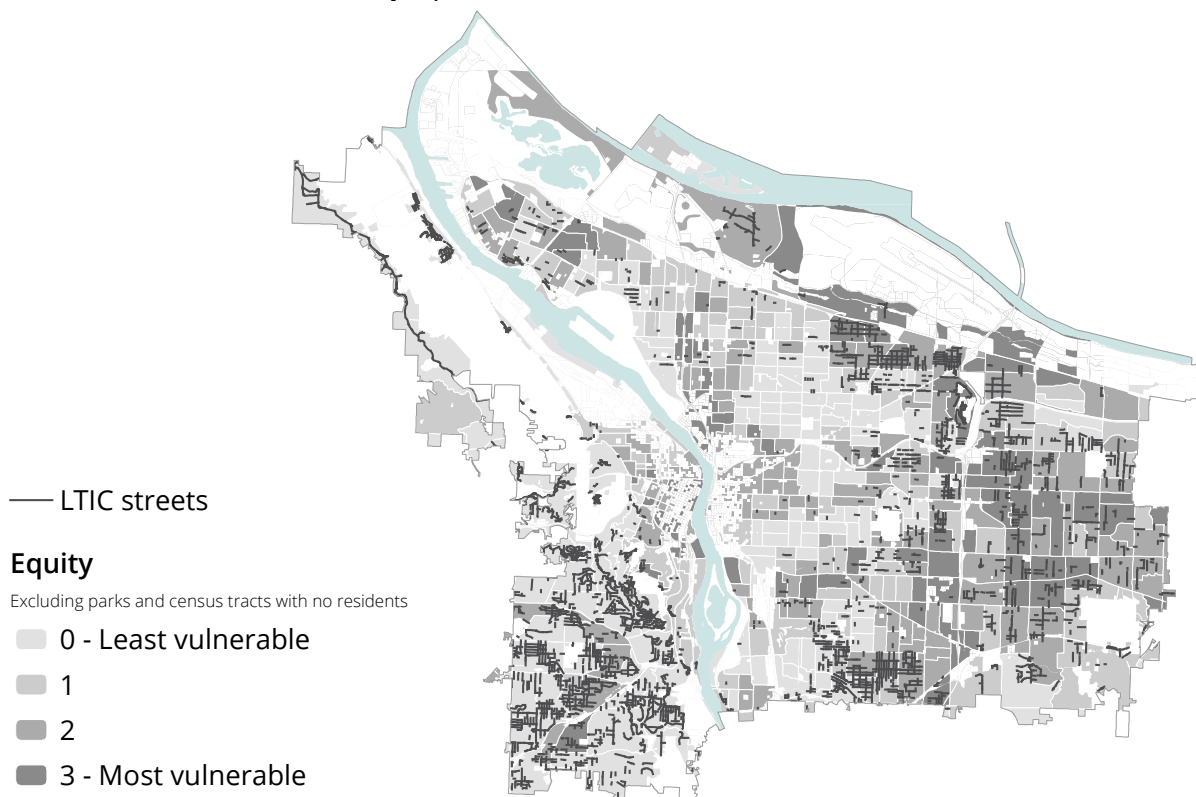
2018 Allocation

The allocation methodology establishes three long-term guiding principles for project selection. However, actual decisions on project selection will require more specific metrics. These metrics can and will evolve over time to reflect current policies, priorities, and data sources. Decisions on project selection for LTIC funding in 2018 will be based on the following specific metrics for Equity, Effectiveness, and Efficiency:

Step 1. Equity

- Specific equity factors include: (1) race, (2) income, and (3) renter-status. These metrics are consistent with and build upon similar factors used in the Transportation System Plan.
- Although other measures of equity could be included, past efforts have shown that additional factors may water down the results.
- Areas are scored 0 to 3, based on the number of equity factors they meet. Projects must score a 2 or 3 to be considered.

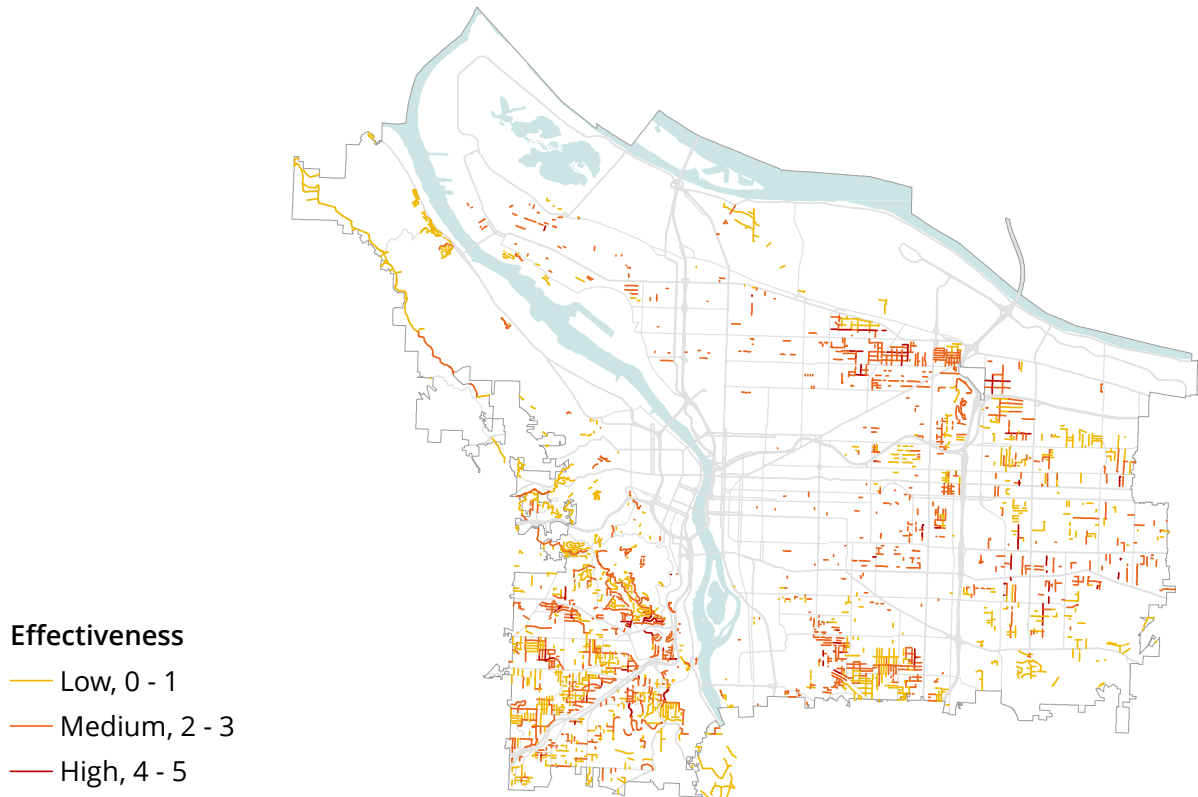
2018 LTIC Allocation Metrics: Equity



Step 2. Effectiveness

- Specific connectivity factors to consider include: (1) safe routes to schools, (2) bike routes, (3) pedestrian routes, and (4) proximity to transit.
- Specific metrics for determining stormwater priorities are yet to be determined, awaiting refinement of new spatial datasets for stormwater infrastructure on residential side streets.
- Streets are scored 0 to 5, based the number of effectiveness factors they meet. For proximity to transit, a street is awarded 1 point if proximate to a non-frequent service transit stop, or 2 points if proximate to a frequent-service transit stop. Projects must score a 4 or 5 to be considered.

2018 LTIC Allocation Metrics: Effectiveness



Step 3. Efficiency

- Three areas across the City have already adopted neighborhood street plans, including Cully, Division-Midway, and Tryon-Stephens. These three areas cover quadrants of the City with significant concentrations of unimproved residential side streets, including SW, outer east, and NE Portland.
- Focusing on projects in these areas leverages previous planning work and community outreach, ensuring that projects selected are consistent with community input.
- The Systems Development Charge (SDC) project list also identifies these three areas for potential SDC funding, which could be used to leverage LTIC and BES funding.
- All three of these areas contain multiple miles of unimproved residential side streets that are also high priorities for transportation connectivity, and are located in Census Block Groups with high concentrations of under-served populations.

2018 LTIC Allocation Metrics: Efficiency

